IN THE CLAIMS

Please amend the claims as follows:

Claim 1: (Canceled)

Claim 2: (Currently Amended) An actuator driving method according to claim [[1]] 8, wherein during a power failure phase of the primary power source, the electric power supply is maintained to the operation portion is maintained to have a supply of an electric power by using a backup power source.

Claim 3: (Currently Amended) An actuator driving method according to claim [[1]] 8, wherein the actuator is driven to actuate a safety stop device for preventing a car of an elevator from falling.

Claim 4: (Currently Amended) An actuator driving circuit for discharging an electric power accumulated in a charge portion to an electromagnetic coil in order to drive an actuator having the electromagnetic coil, comprising:

a discharge switch including a power failure phase contact portion which is disconnected connected when an electric power supply is cut, and a power feeding phase contact portion which is operated based on an input of an electrical signal and has an operating speed higher than that of the power failure phase contact portion,

wherein an electric power accumulated in the charge portion is discharged to the electromagnetic coil by operating the power failure phase contact portion as a result of an operation of one of the power failure phase contact portion and the power feeding phase contact portion to drive the actuator.

Claim 5: (Canceled)

Claim 6: (Currently Amended) An actuator driving circuit according to claim [[5]] 4, wherein the actuator is driven to actuate a safety stop device for preventing a car of an elevator from falling.

Claim 7: (Previously Presented) An actuator driving method according to claim 2, wherein the actuator is driven to actuate a safety stop device for preventing a car of an elevator from falling.

Claim 8: (New) An actuator driving method of driving an actuator having an electromagnetic coil electrically connected to a charge portion through a discharge switch, comprising:

supplying an electrical power from a primary power source to an operation portion to control a power feeding phase contact portion and a power failure phase contact portion of a discharge switch as a result of an input of an electrical signal from the operation portion, the power feeding phase contact portion having an operating speed higher than that of the power failure phase contact portion; and

operating the power failure phase contact portion when the electric power supply is cut to electrically connect the charge portion to the electromagnetic coil and discharge an electric power accumulated in the charge portion to the electromagnetic coil to drive the actuator.

Claim 9: (New) The actuator driving method according to claim 8, further comprising:

closing the power feeding phase contact portion, as a result of the input of the electrical signal from the operation portion, to electrically connect the charge portion to the electromagnetic coil and discharge an electric power accumulated in the charge portion to the electromagnetic coil to drive the actuator.

Claim 10: (New) The actuator driving method according to claim 7, wherein

the car includes a speed sensor to detect a speed of the car and a breaking system to slow the speed of the car when the speed of the car is detected to be above a first predetermined value, the method further comprising:

connecting the power feeding phase contact portion when the speed of the car is detected to be above a second predetermined value, the second predetermined value being higher than the first predetermined value.

Claim 11: (New) The actuator driving circuit according to claim 6, wherein

the car includes a speed sensor to detect a speed of the car and a breaking system to slow the speed of the car when the speed of the car is detected to be above a first predetermined value, and

the power feeding phase contact portion is closed when the speed of the car is detected to be above a second predetermined value, the second predetermined value being higher than the first predetermined value.